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# TRACKSIDE

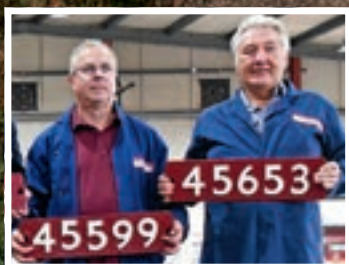
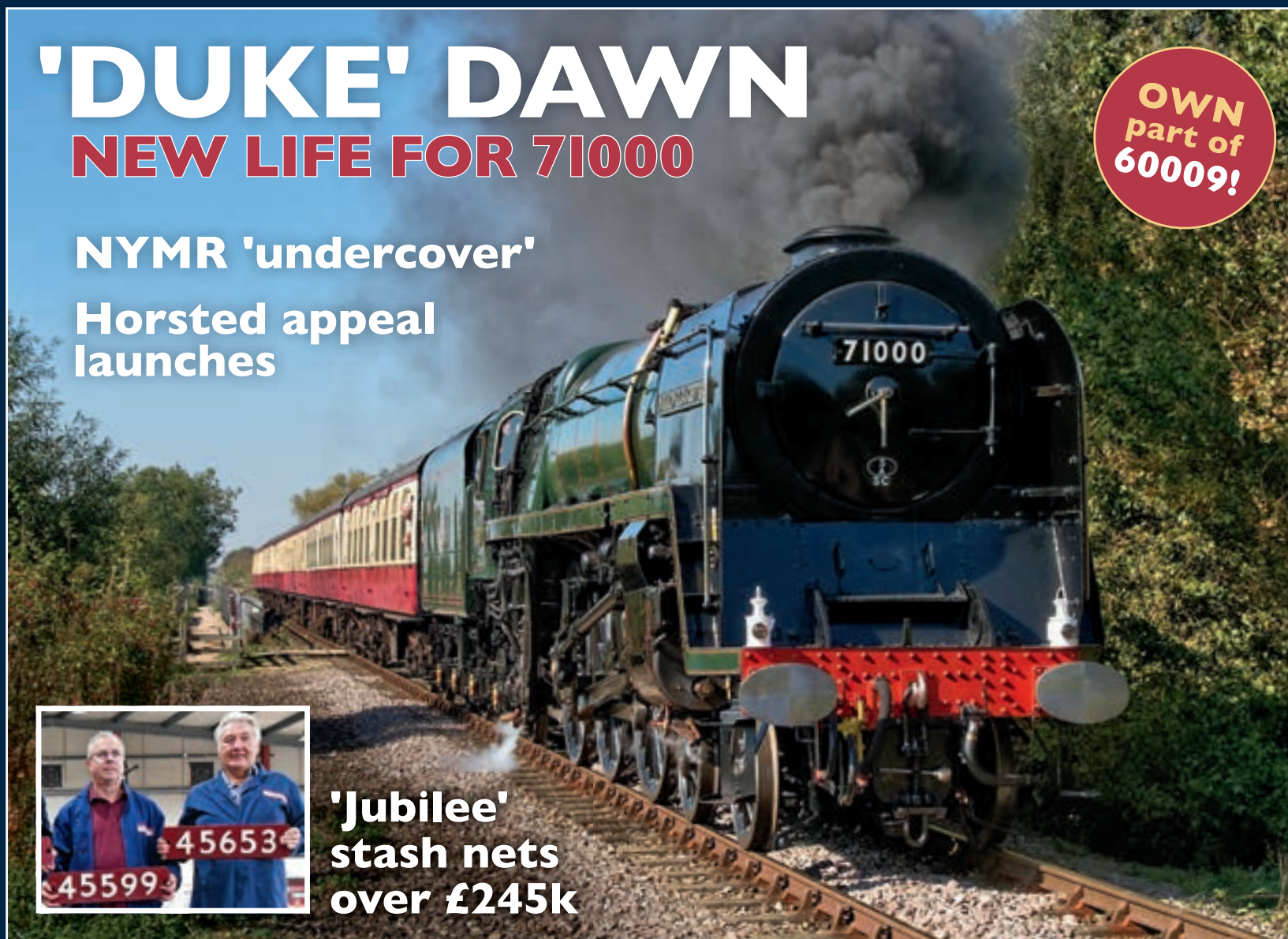
—The Journal of Railway Preservation—

## 'DUKE' DAWN NEW LIFE FOR 71000

**NYMR 'undercover'**

**Horsted appeal  
launches**

**OWN  
part of  
60009!**



**'Jubilee'  
stash nets  
over £245k**



**◀ NIGHT SHIFT**  
Bridgnorth's unique  
marathon gala

**FEELING BLUE?**  
Reviving BR's  
corporate culture ▶

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▲ It's named **Sierra Leone** with matching 45627 smokebox plate, but displays 45562 (**Alberta**) on the cabsides. Yet this is No. 45699 **Galatea**, still midway through a change of guises and about to pass south through Garsdale station with the 'Cumbrian Mountain Express' on 4 September. John Cooper-Smith

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## SEND US YOUR NEWS!

Have a story or a picture you'd like to share? We want to hear from you at [eds@tracksidemag.co.uk](mailto:eds@tracksidemag.co.uk)



## ON THE COVER

Due to make its main line return in 2022, No. 71000 **Duke of Gloucester** runs along the Nene Valley Railway during its previous spell in traffic.

Dave Bowles.

Insets: Robin Coombes and Liam Barnes

Don't miss an issue! Turn to page 61

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**Next Issue:** Published 12 November

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# 36 plate 'Jubilee' haul brings in £245k

An auction of the Kenneth Phillips collection of 16 'Jubilee' nameplates, 20 'Jubilee' smokebox numberplates, ten other London Midland Region numberplates, 24 shedcode 'plates' and five headboards, made a 'hammer price' of £245,100.

Described by auctioneer Neil Booth of Railwayana Auctions UK as "the find of the decade", the former New England (Peterborough) fireman's stash was sold at a telephone/internet auction that

concluded on 12 September.

While most of the items had been restored, the headboards were ex-service, with a postal bidder spending £7,080 (including 18% buyer's premium and VAT) on 'The Thames-Clyde Express'.

Although two (Assam and Munster) of the 18 'Jubilee' nameplates failed to reach their reserve, *British Guiana* saw a postal bidder spend £17,700 to win it. Many of the nameplates sold within their

**▲ Numbers game.** A public preview day of the extraordinary Kenneth Phillips collection was held at Crewe Heritage Centre on 4 September before it was dispersed to new owners. Railwayana Auctions UK helpers join Neil Booth (centre) with a fraction of the smokebox plate haul: from left Nos. 45563 *Australia*, 45606 *Falkland Islands*, 45556 *Nova Scotia*, 45599 *Bechuanaland* and 45653 *Barham*. All: Tony Streeter

£8,000-10,000 estimate.

The availability of numberplates, enabling collectors to make a 'matching set', saw keen bidding, with 45611 (*Hong Kong*) and 45742 (*Connaught*) going for £7,316 each to a postal bidder whose £24,037 spending spree included eight other number/shedcode 'plates'.

The buyer of *Australia* spent £17,700 to secure the matching 45563 numberplate.

Of the 20 shedplates 66A (Glasgow Polmadie) was bought for £731 – much more than its £300 guide price.

A number of bidders came away with more than one lot. One spent £28,792 on six lots, going home with nameplates *Ajax*, *Bhopal*, *Barham* (including its numberplate), plus numberplates from Nos. 45653 and 45723, and now-preserved '5MT' No. 45407.

Included in the same auction, although not part of the Kenneth Phillips collection, the 'George the Fifth' class LNWR 4-4-0 stamped brass nameplate *Snipe* – almost disposed of in a wheelie bin (T3) – saw £4,720 spent by a postal bidder.

## TRACKSIDE teaser... Modern art, or ancient history?

**What's this?**  
**Contemporary art in TRACKSIDE?**  
**Not quite... it's actually a little bit of history, spotted at Crewe Heritage Centre in September. Look closer and you may find some clues that'll give you an idea; but to actually find out, you'll have to keep reading. Turn to pages 42 and 91 for more.**

Picture: Tony Streeter



**The nameplate from No. 45689 *Ajax* still shows the scars of having been 'cut and shut' from a longer plate in 1936. At that point the plate was transferred from 'Royal Scot' No. 6139 when the latter 4-6-0 was renamed *The Welch Regiment*.**



## TAFF VALE RESTORATION REACHES FIRST MILESTONE

The last surviving Welsh-built steam locomotive – Taff Vale Railway 0-6-2T No. 28 – is to undergo a boiler lift and inspection at the Gwili Railway.

It comes as the Gwili Vintage Carriage Group reaches its first fundraising milestone in its plans to overhaul the National Railway Museum locomotive, 30 years after it last steamed.

So far £32,000 has been raised, including an £18,250 grant from the Association for Industrial Archaeology.

The funding will enable the first sections of the engine's bottom end (frames and motion) to receive repairs and will enable the boiler to be lifted and inspected.

The condition of the boiler will determine the remaining cost and timescale for the overhaul, but the overall cost is expected to reach £160,000. The boiler inspection and the first phase of work is due to be complete by Spring 2022.

## TROLLEY APPEAL OPENS

An appeal to raise £5,000 to bring The Rail Trolley Trust's collection together at its two new bases at the Chasewater Railway (Staffordshire) and Tanat Valley Light Railway (Shropshire), has opened.

The Trust's collection of 22 trolleys and four trailers (mostly made by Wickham of Ware, Hertfordshire) are to be moved from various locations to a permanent home, where it can work on restoring the fleet for display and demonstration.

Its most well-known trolley, Wickham 'Type 27' Mk III No. 6857, was used in the films *The Great St Trinian's Train Robbery* (1966) and *Runaway Railway* (1965). Both were filmed at the Longmoor Military Railway. See [www.railtrolleytrust.co.uk](http://www.railtrolleytrust.co.uk)

## Southall's GWRPG liquidated

Two years after Southall-based GWR Preservation Group Limited (GWRPG) admitted defeat, the company is now in voluntary liquidation.

It follows a general meeting on 4 September in Heston, Middlesex, at which members voted to wind up the company and appointed Steven Elliott of MHA Monahans, Swindon, as liquidator.

The company has 344 shareholders, who are unlikely to see a return on their collective £44,446 holdings, as creditors are owed £507,073. This is money lent by members as capital or loans for restoration projects. The company sold eight items of rolling stock for £68,750 in 2020.

Chairman and sole director Mike Gorringe, 75, says: "We sincerely thank all shareholders and members for their continued support over the last 40-plus years."

In May the last items of stock left Southall when two Ruston diesels and three wagons moved to the Tanat Valley Light Railway.

The group was formed in 1976 and for many years was led by the late Bob Gorringe. He retired due to ill health in 2013, when his nephew, Mike Gorringe, took over.

Since the 1980s the GWRPG was based at the former Western Region Southall steam shed (81C)

and had ambitions to operate the four-mile freight-only Brentford branch.

At its peak in the 1990s, the GWRPG held open days and seemed to be on the cusp of achieving its aims, until in 1997 its lease was changed by Railtrack, banning the public. It also lost access to a large part of the site when Network Rail leased the shed to West Coast Railways.

After lengthy negotiations with NR, in 2005 the GWRPG was allowed to retain stock on site and occupy sidings at Southall.

Its isolated location meant it suffered issues with thefts; in 2018, £30,000-worth of components for its under-overhaul WR 0-6-0PT No. 9682 were stolen. Unable to replace them, the GWRPG sold the locomotive and a 'Toad' brake van to the Dean Forest Railway.

Steaming fees from No. 9682 supported the GWRPG, as did those from former Acton Lane Power Station RSH 0-4-0ST *Birkenhead* until it failed in 2018. It was sold and moved to the Royal Deeside Railway in Aberdeen.

Against this backdrop the GWRPG closed its membership in March 2019, ahead of a formal winding-up and return of the site to NR.

## Bluebell takes volunteering to the next step after review

It's now easier than ever to become actively involved at the Bluebell Railway following the launch of its 'Three Steps' programme as part of a thorough review of volunteering.

**Step 1** is a comprehensive list of all 50-plus roles that can be undertaken by volunteers. Detailed on its website and divided into departments it gives explanations of the jobs, qualifications or skills needed (or preferred) and commitment requirements.

**Step 2** is a dedicated email where all enquiries regarding volunteering are dealt with by Volunteer Coordinator Graham Aitken (a former chairman of the Bluebell Railway Preservation Society).

**Step 3** is that a person will phone prospective volunteers to talk about the roles they are interested in and arrange the first visit. Says Graham Aitken: "Earlier this year after being interviewed for and appointed to the post of Volunteer Coordinator, I have been determined to introduce a simple system whereby potential volunteers can speak to a real person and discuss roles".

"Hopefully they can agree a date when the potential volunteer can visit the railway to either learn more or to start their new career as a volunteer."

Details: [www.bluebell-railway.com/volunteer-at-bluebell-railway/](http://www.bluebell-railway.com/volunteer-at-bluebell-railway/)



Bluebell Volunteer Coordinator Graham Aitken. BR



**A welcome return to traffic after significant repairs, Fowler '7F' No. 53809 hauls a rendition of the 'Pines Express' up Weybourne bank on 5 September.** *Steve Allen*



# New '7F' helps NNR beat records

"Absolutely magnificent" is how North Norfolk Railway MD Hugh Harkett describes the 'Poppy Line's' August results, with "record income for trains and retail."

Aided by good weather and a boom in British holidays, it's a sharp turnaround from the early part of the year, which was "pretty bleak" with the country still in lockdown.

"Provided we don't get stopped again [due to Covid] we expect a pretty good profit for 2021," Hugh tells *TRACKSIDE*.

"We really are motoring on. It's

been incredibly busy every day."

Delivering a 33% gross profit margin in August helped to raise the year-to-date gross profit to 16%. It was aided by an "outstanding" 3-5 September steam gala, plus '40s Weekend'. Bookings for the Christmas season are currently "strong", he adds.

Rather than hiring in a locomotive, the gala highlight was the return to traffic of Somerset & Dorset 2-8-0 No. 53809 after two years undergoing major works to deal with weight distribution issues. These saw the '7F' suddenly withdrawn in July 2019.

Resolving the issue has taken two years of "extensive and challenging engineering", involving new suspension linkages.

The problems stem from November 1929, when the Fowler engine ran out of control from Combe Down Tunnel after the crew was overcome by fumes. It crashed into the goods yard at Bath Green Park station and overturned, killing the driver and two staff, and leaving a slight unidentified frame twist.

Now in renewed health, No. 53809 is performing "better than ever".

The end of the year has three

main income streams: 'Norfolk Lights' trains from November, Santa trains in December, plus Christmas lunch trains.

With the cash position recovered – the NNR has paid off its overdraft to move into 'the black' – it is now positioned to return to infrastructure maintenance over the winter period.

In addition to its rolling annual quarter-mile track laying – for which materials have already been bought – a £250,000 project to replace the main crossovers at Weybourne, that also access the shed now has the potential to go ahead.

## 'B12' 'fast-track' overhaul

It's 'one-in, one-out' for the annual North Norfolk Railway's members' and shareholders' day on 9 October.

Bidding farewell will be LNER 'B12' 4-6-0 No. 8572, which will be taken out of traffic immediately after the event, having reached the end of its ten-year 'ticket'.

Owner the Midland & Great Northern Joint Railway Society plans to do a 'fast-track' overhaul on the Holden engine, with the expectation that it will be completed by the end of 2023.

At the same event it is hoped, subject to rectification of some minor teething issues, to launch society-owned Hudswell Clarke 0-6-0ST *Wissington* back into service following its boiler overhaul.

## NNR 'A1' visit now 'possible'

The North Norfolk Railway is once again accessible by large visiting locomotives after Network Rail completed bridge repairs on its Norwich – Cromer – Sheringham branch.

While the NNR initially hosted large engines and railtours following its link to the national network in 2010 – the opening having been carried out using 'Britannia' *Oliver Cromwell* – NR's Sheringham branch has more recently been reduced to Route Availability 6. The consequent 20-ton axle load limit has meant that locomotives such as 'A1' No. 60163 *Tornado* (22 tons 7cwt), which visited the line a decade ago, have been banned.

A return by *Tornado* is now described by NNR General Manager Hugh Harkett as "a possibility".





Marking 60 years, 'Peak' No. 45149 rolls into Winchcombe. As well as the gala, it is due to haul trains on 15 October to help fund compressor repairs. Both: GWSR

## 'Something for everyone' at Toddington spectacular

The Gloucestershire Warwickshire Steam Railway is throwing its doors open for a major 40th Anniversary event on 6-7 November.

As well as eight locomotives, the steam workshops at Toddington and Winchcombe's Carriage & Wagon works – normally off-limits for visitors – will be open.

An intensive timetable with more than 30 arrivals and departures at Toddington each day includes non-stop trains, double-heading and a demonstration goods train, with opportunities to ride in the brake van.

Steam footplate rides for £150 including event entry (pre-book only) are being offered and the 2ft-gauge railway at Toddington will be in operation.

The 'mixed traction' gala is the first in the line's calendar for many years, with a highlight being the rare operation of SR 'Merchant Navy' 4-6-2 No. 35006 *Peninsular & Oriental SN Co.* It is joined on the steam roster by GWR 2-8-0T No. 4270, BR(W) 4-6-0 No. 7903 *Foremarke Hall* and BR(W) 4-6-0 No. 7820 *Dinmore Manor*.

From the diesel fleet are Types '2', '3' and '4': Class 24 No. 5081, Class 37 No. 37215, Class 45 No. 45149 and Class 47 No. 47105.

Event organising team member Mike Solloway says: "The weekend offers something for everyone. It's an exciting formula that perfectly celebrates the achievements of our railway's thousands of volunteers over the past 40 years."

## GWSR 'bounces back'

The Gloucestershire Warwickshire Railway has 'bounced back' following the pandemic. During August, with no special events and the first full month following Covid restrictions, the railway sold almost exactly 16,000 tickets. That almost precisely matched the number carried during the same month in 2019.

In June, with Covid restrictions still in place, the railway's numbers had been 50%

of the same month in 2019.

Ian Crowder, the railway's spokesman commented: "This is a very gratifying result and it's so satisfying to see the trains filled and so many happy faces. Coach trips are gathering pace again as are school visits.

"This is beginning to rebuild the railway's extremely battered finances and we're so grateful to our visitors who are helping us in the best possible way – by travelling on our trains."

## Brunel moves to Temple Meads



◀ **Bristol Temple Meads has welcomed a statue of Isambard Kingdom Brunel to a spot outside the original terminus building – which he designed. Presented to the city by the Bristol and West Building Society and created by John Doubleday, it was unveiled in 1982 at Broad Quay, to mark the bicentenary of Brunel's birth. In 2006, it was moved to Temple Quay. The new location means it 'bookends' another statue of Brunel, by the same artist, at Paddington. Picture: Network Rail**



**W**hat sort of future is there for main line steam? For *Duke of Gloucester*, it's a good one – as long as there's a plan, and it's stuck to.

That's the 'take home' from Trevor Tuckley, who for much of the last decade has guided the unique '8P' to the verge of a return to steam, and away from a world in which it needed overhaul, yet with not enough money available to deliver that. The Crewe-built No. 71000 is currently being assembled at Tyseley and should haul its first tours next year.

Despite its relatively recent founding in 2013, the BR Class 8 Steam Locomotive Trust is in some ways a classic locomotive group. It has more than 500 effective members paying £5 per month – 'effective' because some people pay more than once.

Most groups would have been pretty happy with those kinds of figures, at any time in the last 50 years. Yet in a world that increasingly seems dominated by a few bigger organisations rather than individual locomotive custodians, doesn't a group that's dedicated to just the one machine feel, well... a bit small?

"We're not a 'little independent group,'" contends the trust's chairman, "because what we've got is a business plan and a business model."

"The plan, in a smaller scale, will be similar to Jeremy Hosking's", he says in reference to the well-known backer of organisations including the Royal Scot Locomotive & General Trust, Locomotive Services, Saphos Trains and Statesman Rail.

"Now, he's got to look after 20-30 engines, I've got to look after one. But the business plan is the same.

"Where it becomes a problem – and makes you inferior – is if you haven't got that plan; if you haven't got the business structure; if you've not got the future set out; not done risk analysis".

"These sorts of things are not new to anybody who's run a business... this is not intended to be derogatory, but they *are* new to enthusiastic amateurs who historically have been looking after steam locomotives." ➡

#### TREVOR TUCKLEY...

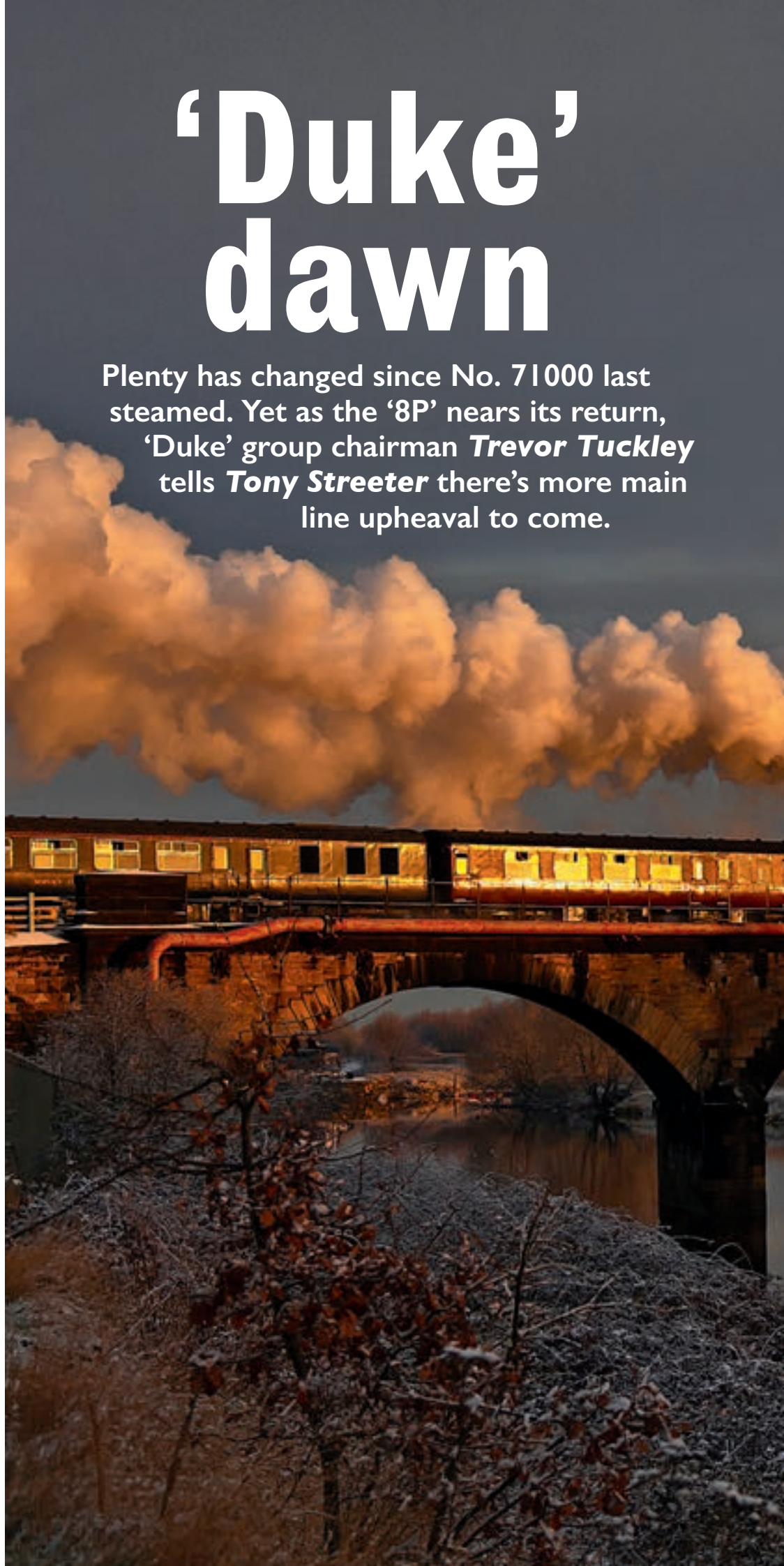
... was born in 1940, he thinks in an air raid shelter! Starting as an apprentice at the engineering firm Rubery, Owen and Co. Ltd in 1956, he rose to become managing director of its pressings and fabrications business. Trevor subsequently went on to become MD of other engineering organisations, including Budenberg Gauges and Ferranti Components.



Actively involved with *Duke of Gloucester* (an engine he remembers from the 1950s) for more than a decade, he became chairman of the BR Class 8 Steam Locomotive Trust in 2014.

# 'Duke' dawn

Plenty has changed since No. 71000 last steamed. Yet as the '8P' nears its return, 'Duke' group chairman **Trevor Tuckley** tells **Tony Streeter** there's more main line upheaval to come.





**British Railways' unique 'Pacific'  
penetrates a bitterly cold 2 February  
2008 morning in Yorkshire as it crosses  
the Air and Hebble nagivation, near  
Wakefield in charge of the Railway  
Touring Company's 'Tynesider'. Bob Green**





## “I don’t want a shot, I want *the* shot. It’s definitely not a numbers game”

**Y**ou don’t show ‘em the bad ones, do you?” Bob Green is well known to scores of enthusiasts for his artistic portrayal of trains in the landscapes they complement. But while revered for his photographic output, this modest Black Countryman is keen to avoid any hint of self-adulation.

After all, he admits, “you won’t please everybody, but so long as you please yourself, that’s all you’ve got to worry about.”

His endeavours simply combine two passions: steam and photography.

The railway bug was caught aged five in Birmingham and mushroomed during his grammar school years in Smethwick. Interest was temporarily lost with the demise of steam; a void filled with a growing appreciation of scenic photography.

An ad hoc visit to the Severn Valley Railway in 1977 relit the flame for steam and it was burning brightly by the time the Midland

‘Compound’ and *Leander* passed his lens near Leeds a year later.

Since then, Bob’s work has appeared in countless books and magazines.

“I’m not in it to make money,” he says – which is lucky since railway photography is never likely to make you rich. “I’m in it for the enjoyment.”

Linesiding – especially of *ad hoc* main line steam tours in far flung corners of Britain – might be considered a foolhardy pursuit, in much the same way as following a football team: after all, there’s no guarantee your day will be a success. This all-or-nothing outcome is heightened in Bob’s case, because his desire is “to get the unrepeatable shot... the ultimate”.

“I’m trying to hit the jackpot every time”, he says. “I don’t want *a* shot, I want *the* shot. It’s definitely not a numbers game”.

“I’ve got my top ten shots and my aim is to knock one out and put another one in. It doesn’t happen very often; I might get one a year, if I’m lucky.

“Anyone can take a railway photograph. But it’s a damn sight harder to take a memorable, definitive one.”

So, what’s the knack?

“It’s all about the light: the quality, the angle, the colour, the texture. And how you use the light is how your photography will rise or fall. ➡➡

► **One-shot wonder.** Snow caps the 3,530ft peak of Beinn Dorain (‘hill of the otter’), high above ‘Black Fives’ Nos. 45212 and 45407 as they climb south from Fort William towards County March summit (not to be confused with the spot of the same name near Forsinard on the Far North line). It’s 27 October 2018 and the Stanier 4-6-0s are heading through the Bridge of Orchy hills after a season on the Fort William – Mallaig ‘Jacobite’. “We made the decision to go at eight o’clock the previous night”, Bob recounts. “I said ‘there’s going to be a northerly wind’. I looked on the A82 traffic cam... you could see the snow on the ground, so I thought ‘there’ll be snow on Beinn Dorain; I’m off!’” Joan Green

**PREVIOUS PAGE:** A battle won. Early morning twilight on 14 April 2007 provides a backdrop to ‘K4’ No. 61994 *The Great Marquess* and ‘A4’ No. 60009 *Union of South Africa* as they head over the Highland Railway’s Culloden viaduct with the Inverness – Edinburgh Waverley leg of the Railway Touring Company’s ‘Great Britain’. At this point and through the nearby site of the old Culloden Moor station (closed 1965) the engines have brief respite from a climb that lasts for most of the 23 miles between Inverness and Slochd, much of it at 1-in-60. At 1,800ft long, Murdoch Paterson’s 29-arch sandstone structure is Scotland’s longest masonry viaduct; it’s also known as the Nairn viaduct after the river that’s spanned by its 100ft central arch. Such a photograph is unrepeatable today: John Cameron’s former West Highland ‘Mogul’ and Haymarket ‘Pacific’ are both permanently retired from the main line. Bob Green

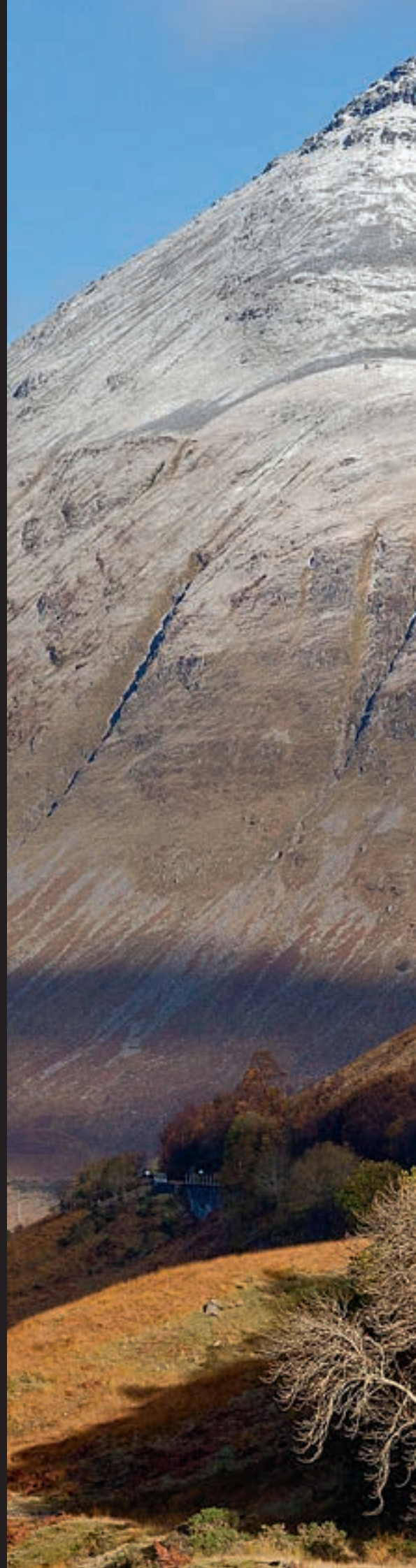
### BOB’S TRICKS OF THE TRADE

If you’d like to follow in Bob Green’s photographic steps, read on. We can’t guarantee you his level of success, but here are some of the ways he uses to help plan and execute the perfect picture:

- Online weather charts can be useful to help determine detailed conditions (for instance the higher the humidity, the better chance of an exhaust trail from the locomotive).
- SunCalc shows exactly when the sun rises and sets, and its angle/altitude throughout any given day and location. [www.suncalc.org](http://www.suncalc.org)
- Webcams (e.g. motorway traffic cams) are ideal for identifying areas of snow fall.
- Google Earth allows you to move from classic 2D map form to 3D ‘on the ground’,

offering a unique view of spots located alongside roads. [earth.google.com](http://earth.google.com)

- In-cab diesel/electric videos (many of which are on YouTube) help identify elements of the lineside and can show where helpful, or unhelpful, infrastructure is located.
- Bob uses a Canon 5DS Mk 4 digital SLR, with a combination of Sigma fixed and Canon zoom and fixed lenses.
- Image processing is completed using Adobe Photoshop.











**In a scene evocative of classic publicity posters, Charlotte Marsh builds the back end on 'Heavy Freight' 2-8-0 No. 2857 at Bridgnorth. The Swindon machine will relieve '4MT' No. 43106 around dawn.**

**W**here can you travel through the night with steam? China? No.

Germany or Poland? Afraid not; both countries do still run trains before most people stir, but their locomotives are back on shed before bed.

Anywhere else? Well, yes actually... much closer to home, albeit just once a year.

It's perhaps strange then that the Severn Valley Railway's night running doesn't enjoy greater fame. Yet those who know, really *know*: there's always a rush of volunteers to 'book on' for what today is the longest consecutive steam timetable anywhere: Friday morning through to Sunday evening during the 'Autumn Steam Gala'.

"I've not really thought about it..." ponders Brian Malyon, "but... there's probably nothing anywhere else in the world."

The chairman of the SVR's gala planning committee describes the Bridgnorth line's event as "unique and still very popular."

It's the week after the first all-nighters in two years, and Brian is chatting to *TRACKSIDE*; the reason for last year's intermission, as with so much else, was Covid.

Other than 2020 though, and a one-off season in 2016 when the 'Valley' tried an event with *Flying Scotsman* and *Tornado* instead of keeping the doors open 24 hours a day, the after dark trains have run every year since 1993. That may now be nearly three decades ago, but Brian remembers the genesis clearly: "I was the railway's shedmaster and one Sunday afternoon... I asked some of the guys in the yard if they had any ideas of how we could enhance the galas".

"Someone came up with the idea of 48-hour running: six o'clock Friday to six o'clock Sunday... we did it for the first time and it was an instant success."

So, after a pause for the pandemic, was it back to normal for 2021? Not quite. For this year's

overnight trains on September 17/18 and 18/19, the normal two-train service was scaled back to just one for the small hours. Although social distancing has disappeared, that was down to Covid. Again.

"We didn't know whether we were going to be able to run it", says Brian, "because crews were getting a bit tight, especially guards."

In fact, the gala chief explains that it wasn't that anyone critical to the operation actually caught coronavirus, "but because we thought someone might get 'pinged' the night before a shift and cause a staffing problem."



**“Someone came up with the idea of 48-hour running... it was an instant success”**





▲ **Cleaning the fire... emptying the ashpan.**

▶ **Steve Bradley checks up on the crew of No. 7714, which has just been 'screwed down'.** *Tony Streeter*

▼ **Such an event is not only about overnight running... for many, a major attraction came in the shape of a trio of the event's smallest engines: black 0-6-0PTs Nos. 1501 and 7714 from the home fleet, and visitor No. 9466. Attractive as they are, they weren't the motive power selected to run overnight: all three were back in Bridgnorth by 20.00.** *Tony Streeter*

